

PLANNING & DEVELOPMENT SERVICES NEWSLETTER

JUNE 2012



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WORK CONTINUES ON THE UNIVERSITY DRIVE PROJECT IN NORTHGATE

The contractor for the Texas Department of Transportation continues to make progress on the improvements to University Drive in the Northgate district. While the project includes changes designed to aid vehicular traffic, the primary focus of the project is to enhance pedestrian safety. There have been numerous accidents in the project area over the years, several of which involved pedestrians and bicyclists. The goal of this project is to significantly increase pedestrian and bicyclist safety in the area, especially at the intersection of University Drive and College Main. To that end, the project includes the installation of retractable bollards in strategic locations to create a permanent "pedestrian mall" along a section of College Main. Additionally, parallel parking is being removed along a portion of the north side of University Drive to accommodate a wider sidewalk in front of several Northgate establishments. This project is a welcomed addition in Northgate and directly supports the City's vision of the area as a unique, pedestrian-oriented district. The current project schedule indicates that the improvements will be completed by the end of August, just in time for an exciting season of Aggie football! For more information regarding this project, please contact Lance Simms at 979.764.3570 or via email at lsimms@cstx.gov.



College Main at Patricia Street looking South



Pedestrian wall on University Drive looking East



Work on pedestrian wall on University Drive



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TRACKING THE NUMBERS

New Single-Family Homes:

YTD - 1 yr	YTD - 2 yr
↑ 31 %	↑ 20 %

Year-to-date, single-family home permits increased in quantity when compared to last year at this time, June 2011, and increased when compared with two years ago, June 2010.

New Commercial:

YTD - 1 yr	YTD - 2 yr
↑ 20 %	↓ 12 %

Year-to-date, new commercial permits experienced an increase in quantity when compared to last year at this time, June 2011, and decreased when compared with two years ago, June 2010.

Total Permits:

YTD - 1 yr	YTD - 2 yr
↑ 39 %	↑ 47 %

Year-to-date, total permits experienced an increase in quantity when compared to last year at this time, June 2011, and experienced an increase when compared with two years ago, June 2010.

BUILDING INSPECTIONS:

MONTH	BUILDING	PLUMBING	ELECTRIC	MECHANICAL	LAWN	SIGN	POOL	TOTAL
JANUARY	243	226	163	111	2	7	7	759
FEBRUARY	308	267	206	148	6	9	11	955
MARCH	422	319	187	170	6	9	5	1118
APRIL	464	367	262	254	7	6	7	1113
MAY	537	359	309	263	14	5	12	1499
JUNE	469	367	393	292	18	7	18	1564
TOTAL	2443	1905	1520	1238	53	43	60	7008

CODE ENFORCEMENT ACTIVITIES SUMMARY:

MONTH	HEALTH & SANITATION	PROPERTY MAINTENANCE	PUBLIC NUISANCE	FIRE PROTECTION	TRAFFIC CODE	SANITATION	UDO/ZONING	RENTAL REGISTRATION	TOTAL
JANUARY	180	10	33	10	10	355	110	82	790
FEBRUARY	418	15	9	16	13	209	117	235	1032
MARCH	454	11	14	7	9	305	93	87	980
APRIL	429	7	24	19	16	154	105	111	865
MAY	406	11	27	21	10	352	84	141	1052
JUNE	312	27	21	17	8	175	76	205	481
TOTAL	2199	81	128	90	66	1550	585	861	5560

REZONING SCOOP:

PROJECT NUMBER	LOCATION OF LAND	ACRES	REQUEST	P&Z DATE	STATUS	COUNCIL DATE	STATUS
12-500074	111 Dowling Road	0.9	A-P to C-1 & A-O to C-1	17-May-12	Approved	14-Jun-12	Approved
12-500073	2041 Holleman Dr/1451 Harvey Mitchell Pkwy	1.6	C-1 to R-4 & R-4 to C-1	7-Jun-12	Approved	23-Jun-12	Approved
12-500034	BioCorridor		Rez. & UDO Amend.	2-Aug-12		23-Aug-12	
12-500084	4080 State Hwy. 6 S	3.0	A-O to C-1	21-Jun-12	Approved	12-Jul-12	Approved
12-500108	950 William D. Fitch Pkwy.	1.2	A-o to C-1 w/corr. overlay	16-May-12	Approved	12-Jul-12	Approved

POPULATION: THE JUNE POPULATION ESTIMATE IS 96,921

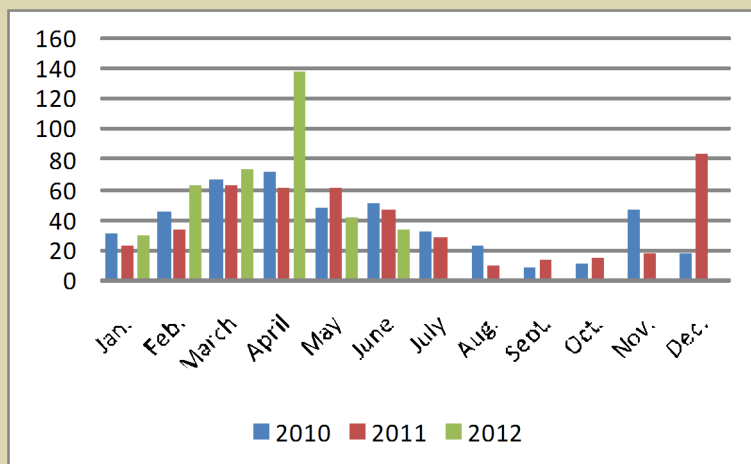




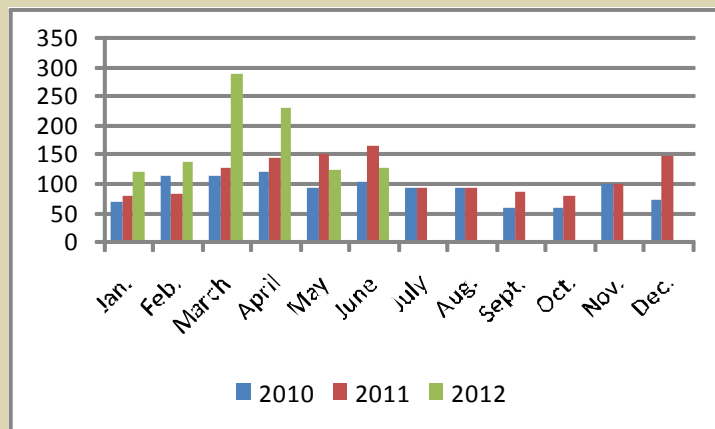
PERMITS BY TYPE YEAR TO DATE

Type of Permit	Permit	Unit	Amount
Single-Family Home	385	385	\$51,218,767
Duplex	46	92	\$7,973,951
Tri-Plex/Four-plex	1	3	\$285,000
Apartment	5	29	\$2,050,000
New Commercial	30	N/A	\$39,667,320
Commercial Remodel	35	N/A	\$12,619,151

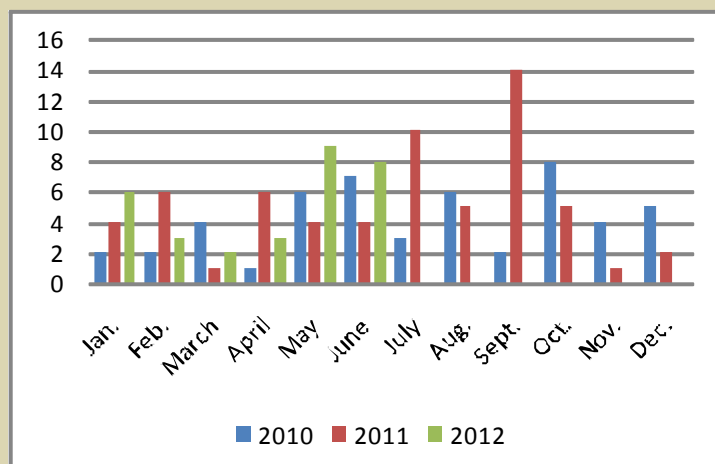
NEW SINGLE FAMILY PERMITS 3 YEAR—COMPARISON BY MONTH



TOTAL PERMITS 3 YEAR—COMPARISON BY MONTH



NEW COMMERCIAL PERMITS 3 YEAR—COMPARISON BY MONTH





BUILDING PERMIT TOTALS:

Month of June 2012						Month of June 2011		
Type of Permit	Permit	Unit	Total Sq. Ft.	Heat Sq. Ft.	Amount	Permit	Unit	Amount
Single Family Home	35	35	93,795	70,912	\$5,776,985	48	48	\$6,242,842
Duplex	16	32	57,172	53,518	\$2,663,050	0	0	\$0
Tri-plex/Four-plex	0	0	0	0	\$0	0	0	\$0
Apartment	0	0	0	0	\$0	40	150	\$19,681,080
Residential Addition	4	N/A	1,105	452	\$136,000	8	N/A	\$332,160
Residential Remodel	13	N/A	7,349	5,621	\$344,357	9	N/A	\$173,788
Residential Garage/Carport Addition	2	N/A	N/A	N/A	\$7,000	1	N/A	\$32,000
Residential Demolition	1	N/A	N/A	N/A	\$1,900	0	N/A	\$0
Residential Slab Only-SF	0	N/A	N/A	N/A	\$0	0	N/A	\$0
Residential Slab Only-DPLX	0	N/A	N/A	N/A	\$0	0	N/A	\$0
Residential Slab Only-3&4	0	N/A	N/A	N/A	\$0	1	N/A	\$20,000
Residential Slab Only-Apt.	1	N/A	N/A	N/A	\$628,350	0	N/A	\$0
Hotel / Motel / Inn	0	N/A	N/A	N/A	\$0	0	N/A	\$0
New Commercial	8	N/A	6,096	2,250	\$967,990	4	N/A	\$23,772,000
Commercial Remodel	4	N/A	21,061	21,061	\$314,900	12	N/A	\$1,231,571
Commercial Addition/Retaining Wall	0	N/A	N/A	N/A	\$0	3	N/A	\$33,200
Commercial Demolition	0	N/A	N/A	N/A	\$0	3	N/A	\$33,000
Commercial Slab Only	0	N/A	N/A	N/A	\$0	0	N/A	\$0
Swimming Pool	10	N/A	N/A	N/A	\$254,980	7	N/A	\$299,000
Sign	8	N/A	N/A	N/A	\$0	11	N/A	N/A
Moving & Location	0	N/A	N/A	N/A	\$0	0	N/A	\$0
Storage / Accessory	3	N/A	N/A	N/A	\$64,591	5	N/A	\$69,600
Roofing	20	N/A	N/A	N/A	\$142,639	11	N/A	\$288,580
TOTALS	125	67	186,578	153,814	\$11,302,742	163	198	\$52,208,821

January 1, 2012 - June 30, 2012						January 1, 2011 - June 30, 2011		
Type of Permit	Permit	Unit	Total Sq. Ft.	Heat Sq. Ft.	Amount	Permit	Unit	Amount
Single Family Home	385	385	846,652	683,606	\$51,218,767	294	294	\$38,824,306
Duplex	46	92	162,060	151,676	\$7,973,951	1	2	\$200,000
Tri-plex/Four-plex	1	3	4,504	4,420	\$285,000	0	0	\$0
Apartment	5	29	46,330	42,474	\$2,050,000	40	261	\$25,873,080
Residential Addition	27	N/A	18,108	7,115	\$1,034,025	46	N/A	\$2,020,659
Residential Remodel	61	N/A	21,864	20,542	\$1,656,595	64	N/A	\$1,387,774
Residential Garage/Carport Addition	8	N/A	N/A	N/A	\$73,295	5	N/A	\$71,700
Residential Demolition	26	N/A	N/A	N/A	\$1,054,700	24	N/A	\$227,870
Residential Slab Only-SF	87	N/A	N/A	N/A	\$636,378	12	N/A	\$161,512
Residential Slab Only-DPLX	37	N/A	N/A	N/A	\$667,783	0	N/A	\$0
Residential Slab Only-3&4	0	N/A	N/A	N/A	\$0	1	N/A	\$20,000
Residential Slab Only-Apt.	4	N/A	N/A	N/A	\$733,350	4	N/A	\$360,000
Hotel / Motel / Inn	0	N/A	N/A	N/A	\$0	0	N/A	\$0
New Commercial	30	N/A	72,824	65,766	\$39,667,320	24	N/A	\$36,630,552
Commercial Remodel	35	N/A	21,061	21,061	\$12,619,151	38	N/A	\$4,314,224
Commercial Addition/Retaining Wall	9	N/A	N/A	N/A	\$128,759	12	N/A	\$3,036,319
Commercial Demolition	9	N/A	N/A	N/A	\$582,200	11	N/A	\$176,470
Commercial Slab Only	0	N/A	N/A	N/A	\$0	0	N/A	\$0
Swimming Pool	28	N/A	N/A	N/A	\$1,227,249	30	N/A	\$1,295,803
Sign	61	N/A	N/A	N/A	N/A	60	N/A	NA
Moving & Location	0	N/A	N/A	N/A	\$0	0	N/A	\$0
Storage / Accessory	17	N/A	N/A	N/A	\$458,061	22	N/A	\$313,692
Roofing	140	N/A	N/A	N/A	\$1,245,977	42	N/A	\$521,206
TOTALS	1016	509	1,193,403	996,660	\$123,312,561	730	557	\$115,435,167



IMPLEMENTATION OF THE COMPREHENSIVE PLAN THROUGH THE CREATION OF NEIGHBORHOOD, DISTRICT, & CORRIDOR PLANS

As part of the on-going implementation of College Station's Comprehensive Plan, the City created its Neighborhood, District, and Corridor Planning program to provide focused action plans for smaller areas of the City. Under this program, the City has adopted the Central College Station Neighborhood Plan and the Eastgate Neighborhood Plan. These plans focus on the particular needs and opportunities of the areas. Currently, the Planning & Development Services Department has several planning efforts underway, including a neighborhood plan, an area plan, and a district plan.

Southside Area Neighborhood Plan

The City is currently working on its third neighborhood plan, with a focus on the Southside Area. The Southside Area includes a number of unique neighborhoods, including Oakwood, College Park, portions of the Knoll, the McCullough Subdivision, Redmond Terrace and Wolf Pen Village. The planning area also includes over ten apartment communities, ten churches, four parks, City-owned greenway, the College Station Conference Center, the Lincoln Center, three CSISD schools, and commercial areas along George Bush Drive, Texas Avenue South, and Wellborn Road.

The neighborhood planning process began in September 2011 with the Kick-Off Meeting. Since then, Southside residents and property owners have participated in numerous public meetings, resource team meetings, and surveys to identify the issues that matter to the neighborhood, propose actions, and develop implementation strategies. This spring, City staff and the Neighborhood Resource Team worked together on the development of the Plan, which was presented back to the neighborhood during an Open House meeting on July 10, 2012.

The Southside Area Neighborhood Plan includes five chapters, described below. Within the chapters, information related to citizen discussions that formed the Plan recommendations is included. Each chapter has a goal that is supported by a series of strategies and action items that reflect the work of the Neighborhood Resource Team.

Chapter 1: Introduction

This chapter describes the Southside Area and its unique history and outlines the neighborhood planning process.

Chapter 2: Neighborhood Integrity and Community Character

Neighborhood integrity can be described as a measure of the quality of life in a neighborhood. It includes resident involvement, preservation of neighborhood resources, neighborhood identity and investment, property maintenance, and adherence to adopted codes. Neighborhood integrity builds relationships among various groups so that proactive and positive interaction can occur. The objective is to address issues and work toward common goals of retaining the strength and vitality of the neighborhood.

Community character relates to the stability, sustainability, and vitality of an area through the appropriate placement and interaction of land uses. The Community Character section of this chapter identifies the location of future land uses and appropriate locations for redevelopment in order to create, protect, and enhance places of distinction throughout the community.



This chapter focuses on land use, redevelopment, character preservation, and neighborhood organizations, with an established Neighborhood Integrity & Community Character Goal for the Southside Area to be a neighborhood that is a collection of unique areas with preserved character and long-term viability and appeal as an established family-friendly neighborhood. The strategies in this chapter focus on the creation of additional neighborhood organizations, the creation of a character preservation overlay, and preservation of the neighborhood development pattern.

Chapter 3: Mobility

Mobility addresses vehicular, bicycle, and pedestrian movements within and through an area. Whether for transportation or recreation, good connectivity improves the quality of life for neighborhood residents. The purpose of mobility in neighborhood planning is to ensure that all modes and routes of transportation are safe and reliable, and minimize congestion on the road system including an adequate and efficient street network, designated bike routes, a sufficient sidewalk network, and local transit services.

This chapter focuses on pedestrian and bicycle safety, accessibility, and the function of streets, with an established Mobility Goal for the Southside Area to maintain a safe and efficient transportation network that accommodates multiple modes of transportation, while retaining the character and integrity of the neighborhood.

The strategies in this chapter focus on intersection improvements, reducing the traffic impact on the neighborhood from the potential redevelopment of the northwest corner of the neighborhood, increasing pedestrian and bicycle safety, maintaining the character of existing streets, and addressing existing on-street parking in areas with safety issues.

Chapter 4: Public Facilities and Services

Neighborhood identity is made up of a variety of elements including public and private landscaping, community gathering places, park development and maintenance, fencing, drainage, sidewalk and public facility maintenance, and signage that serves to enhance an area's aesthetic quality. Together these elements can provide a distinct image for an area. Maintaining or improving that identity is important to promoting the long-term viability and attractiveness of a neighborhood. Public investments such as utility and street rehabilitation, drainage improvements, and streetlight programs can support neighborhood investment. Building on these elements throughout the neighborhood can strengthen its overall image and identity.

This chapter focuses on strategies relating to community services, infrastructure, capital investments, and public safety with an established Public Facilities and Services Goal for the Southside Area to provide facilities and services that meet the needs of the residents and positively contribute to the character and integrity of the neighborhood.

The strategies in this chapter focus on code enforcement, affordable housing, and infrastructure improvements.

Chapter 5: Implementation

The final chapter includes all of the strategies and actions that are proposed in the Plan. The plan implementation period is five to seven years. Specifically, this chapter assigns the cost of implementing a particular strategy, a timeframe for when the strategy will be implemented, and the entity that is responsible for implementing the strategy.

For more information related to the Southside Area Neighborhood Plan or to view the public hearing schedule for the Plan's adoption, visit the Neighborhood, District, and Corridor Planning website at www.cstx.gov/ndcplanning!



Weeds and Grass in the City of College Station

Sunshine and rain result in vegetation everywhere! To date the Code Enforcement Division has worked over 2,240 weed and grass violations compared to only 1,761 for all of last year!

This vegetation management, or lack thereof, is regulated by Chapter 7, Section 1.C of the Code of Ordinances. It states that all residential and commercial properties in the City need to be maintained so that the weeds and grass do not exceed 12 inches in height. Three exemptions to this ordinance are areas that are zoned Agricultural-Open, State Highway rights-of-way, and the areas of lots which are heavily wooded. The last exemption pertains to citizens who are cultivating wild-flowers from March 1st until June 15th. There are also provisions in the ordinance that spell out procedures for notification and correction of offending properties. The complete ordinance is available on the City's website at www.cstx.gov under the Business drop down menu.

Enforcement of Health and Sanitation ordinances is one of the most important responsibilities given to local code officers. The way a city manages its weeds and

grass also plays a role in helping enhance the City's image. Cases vary from an empty commercial lot waiting to be developed to a single-family property where the resident has a broken lawn mower. In each case, the property owner is ultimately responsible for the care and custody of their property.

Thanks you for your assistance in this regard; College Station is very fortunate to have such responsive citizens.





REDEVELOPMENT BECOMING THE NORM

Next year College Station will celebrate its 75th anniversary. This mark is actually a reminder of how relatively young College Station is as a city. Some areas of the City though have shown their age as older developments become challenged by contemporary trends. In recent years the opportunity, and necessity, for properties to re-develop or rehabilitate has grown so that they can keep pace in the market place.

Most are familiar with the demolition of the old Plaza Hotel back in May to begin to make way for a large mixed-use development and other large projects underway in the Northgate area such as The Stack at Legacy Point and Seven Seventeen. As you begin to look around the City, it does not take too much effort to recognize other redevelopment projects of the recent past. Examples include the old Redmond Terrace shopping center with Academy and others has been rebuilt as the Texas Avenue Crossing shopping center or the major facelift that the old Culpepper Plaza received in its conversion to the Central Station shopping center anchored by Kohls. Not all redevelopment comes with wrecking balls or dynamite though. New outparcels with popular restaurants have helped Post Oak Mall stay vital. The old Circuit City building on Harvey Road is under reuse with multiple tenants including the new Guitar Center. Almost across the street, Post Oak Village has been undergoing a face lift to make way for new tenants.

Redevelopment is a healthy sign of growth, vitality, and reinvestment in College Station. It does not come however without its challenges. The character of established neighborhoods can be threatened as lots within them redevelop with new homes not designed or intended for the traditional residents that first occupied the neighborhood. As areas change, increased or new demands on utilities and traffic flow are possible. The City's Comprehensive Plan adopted in 2009 recognizes the need to evaluate these changes through a series of master plans and neighborhood, district, and corridor plans. Since 2009, a number of utility plans and others such as the Eastgate Neighborhood Plan in the College Hills area have been adopted and include action items to help meet the needs identified by participating citizens. Other plans in the Southside neighborhood, Wellborn area, and Medical District Plan are working towards completion. While redevelopment presents its challenges, we each can enjoy the of living in a vibrant place where we work together on our vision for the future and realize the benefits of redevelopment that meets the needs of our growing community.





PLANNER ON CALL FREQUENTLY ASKED QUESTIONS

The Planner on Call system helps over 1,800 people a year that call, email, or come into the P&DS office with questions related to planning and development. This section highlights some of the more common questions. If you have questions for the Planner on Call, please contact us at 979.764.3570 or POC@cstx.gov.

Q: In a few weeks I will be having a grand opening for my new business. I am advertising in the Eagle but also want to place a banner on my building, is this permitted in the City of College Station?

A: Temporary Commercial Banners are permitted with an approved permit through the P&DS office. A banner, no larger than 36 square feet made of cloth or canvas material, can be displayed for two weeks with each permit. Only one banner is permitted at a time on a premise. Banners must be placed on a permanent structure or fence and cannot obstruct windows or doors.

Another option is a Grand Opening Sign permit, which allows for other forms of advertisement such as flags and balloons. This permit can be obtained within 60 days of receiving the initial Certificate of Occupancy, change in use, or a change in name of the business. All advertisement can be displayed for two weeks and must all be located within the property.

For more information regarding Commercial Banners or Grand Opening Signs, please refer to the Unified Development Ordinance Section 7.4 Signs or contact the Planner on Call.



New Transportation Bill Passed by Congress



On June 29, 2012 Congress finally passed a long awaited transportation bill. The transportation bill is called MAP-21 for Moving Ahead For Progress in the 21st Century. The bill appropriates approximately \$190,000,000 for the fiscal years 2013 and 2014. If everything were to be held equal this would mean a little over a billion dollars per fiscal year for each state. Transit funding was left in the bill, however, funding for stand alone bike/ped projects were not.

Other provisions in the bill called for streamlining the environmental clearance portion of the project development process to accelerate the construction of transportation projects. Metropolitan Planning Organizations (MPO) of population 50,000 and above were left in the bill and remain viable. The local Bryan/College Station MPO was monitoring the bill closely. Earlier versions of the bill would have eliminated MPO's with populations of below 200,000. However, as part of the legislation, performance measures were put in place for MPO's to meet as part of the planning and programming of transportation projects.

The Transportation Infrastructure Finance and Innovation Act (TIFIA) was left as part of the transportation bill. This provision allows for the federal government to provide loans for infrastructure projects. The local match for those loans is 49% of the total project costs.

The bill was funded through the Highway Trust Fund that receives revenue from the gasoline tax. This tax has not been increased since 1993 both at the federal level and the state level. Because the Highway Trust Fund would not cover all of the appropriation dollars, Congress had to find other sources of revenue. Congress will transfer funds from the Leaking Underground Storage Tank Trust Fund, and transfer excess pension fund assets from pension fund stabilization by making changes in companies' pension calculations that will reduce their tax deductions, and increasing the payments businesses must make to insure their pension programs.

The bill was signed by President Obama and was effective on July 1, 2012.



COMMUNITY DEVELOPMENT BLOCK GRANTS

Each year, the City is required to submit to the U.S. Department of Housing and Urban Development (HUD) a one year Action Plan describing projects and activities to be funded with the community development grants received. Action Plan activities must correspond to the 5-Year Consolidated Plan. Staff has prepared a proposed Action Plan and Budget for Fiscal Year 2013 (Program Year 2012). Included in the Plan are goals, objectives and funding recommendations for projects and programs.

HUD requires that the Action Plan and Budget be delivered by August 16, 2012, therefore these are presented prior to the Council's consideration of the overall City budget. The new grant amounts available for Program Year 2012 (PY12) includes \$978,155 in Community Development Block Grant (CDBG) funds and \$408,875 in HOME Investment Partnership Grant (HOME) funds. The budget includes previously programmed but unspent grant funds from current years in the amount of \$1,246,592 in CDBG and \$1,992,519 in HOME funds.

CDBG and HOME funds may only be used to: (1) benefit low- and moderate-income persons; (2) aid in the elimination of slum and blighting influences, and/or; (3) meet a particular urgent need. Further, CDBG funds may be used to meet local needs through a wide range of community development activities, while HOME funds may only be used for affordable housing activities.

The proposed plans and budget were developed using input received from a series of public hearings, program committee meetings, and citizen input. The goals and objectives in the 2010-2014 Consolidated Plan were followed in preparing this year's Plan. These goals and objectives were prepared to meet the specific needs of lower-income citizens, and to provide support for families working towards self-sufficiency and are now being presented to Council for discussion and input.

Public Service programs to be funded in PY12 include Big Brothers Big Sisters, Brazos Maternal & Child Health Clinic, Brazos Valley Counseling Services, Mental Health Mental Retardation Authority of Brazos Valley, Project Unity's Safe Harbour Visitation Center, Voices for Children, Kids Klub and the Lincoln Center Unit of the Boys & Girls Club.



1123 Phoenix – recently completed Habitat for Humanity House. Sold to an income-eligible family with a 0% interest loan. Lot and upgrade expenses to include the cost of brick and garage provided through HOME funds.

Public Facility activities to be funded in PY12 include Cooner Street and infrastructure rehabilitation, FM2154 (Wellborn Road) sidewalks from Luther Street to Southwest Parkway, University Drive sidewalks from Texas Avenue to Lions Park on the south side of University, and Southwest Park Improvements – Phase 2.

Cont



Other projects for which funding is recommended include housing rehabilitation, minor repairs, reconstruction, demolition, interim assistance, down payment assistance, Tenant Based Rental Assistance – security deposit assistance, code enforcement, Community Housing Development Organization (CHDO), construction by non-profit or for-profit partners, and rental rehabilitation.

A public hearing was held at 6:00 PM on Tuesday, July 10th at the Lincoln Recreation Center located at 1000 Eleanor to present the proposed Action Plan and budget. Citizens attended and provided public comment regarding the proposed projects to be addressed in the coming year. The presentation also included information regarding both federal and local fair housing laws. Staff will then return to Council at the July 26th meeting to make available its final draft of the Action Plan, Budget and to request approval.

Historically, the City has utilized these funds for a variety of programs and activities, including: affordable housing programs (homebuyer assistance, security deposit assistance, rehabilitation, new construction, and minor repairs); funding of direct services to low-income families; demolition; and park, street, infrastructure and public facility improvements in low-income areas of the City.



The engineering and design of the Cooner Street Rehabilitation project is currently underway using CDBG funds. Local resources will be used for the water and sewer improvements and the street will be reconstructed using CDBG funds. Construction is anticipated in Fiscal Year 2013.

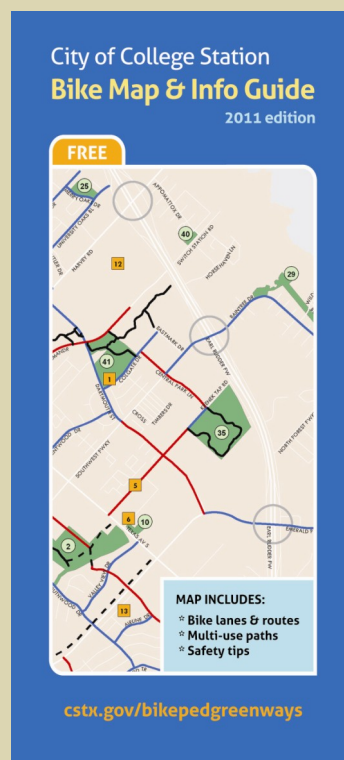


THE BICYCLE, PEDESTRIAN, AND GREENWAYS MASTER PLAN—IMPLEMENTATION UPDATE

The City continues to make strides in creating a bicycle- and pedestrian-friendly community. Some of the accomplishments and current projects underway are highlighted below.

- In the last few months, two roads have been completed in south College Station that include bike lanes and sidewalks. **Barron Road** has been extended from Dexter Drive to State Highway 40. These bike lanes now connect to bike lanes on Victoria and Longmire Drive. **Victoria Avenue** has also been extended from Barron Road to State Highway 40. The bike lanes on Victoria Avenue now create a four mile corridor that allows cyclists to get to Texas A&M University via Victoria Avenue to the bike lanes/bike route on Welsh Avenue. These bike lanes and sidewalks also connect area neighborhoods, commercial areas, parks and schools.
- Sidewalks are currently being constructed on the south side of **Holleman Drive** starting one block east of Texas Avenue to one block east of Lassie Lane; on the west side of **Lassie Lane** from the intersection at Holleman Drive to Sterling Street; on the south side of **Manuel Drive** from Texas Avenue South to Cornell Street; and on the east side of **Pedernales Drive** from one block north of Val Verde Drive to Balcones Drive. These sidewalks will be complete by the end of August and are being funded through the Community Development Block Grant program administered through the U.S. Department of Housing and Urban Development.
- A preliminary design study should soon be complete for the **Lick Creek Greenway Trail**. The trail will be approximately four miles in length and will follow Lick Creek between Westfield Park/Creek View elementary and Lick Creek Park. It will also connect residential neighborhoods with area schools, parks and bicycle and pedestrian facilities. Please visit www.cstx.gov/lickcreektrail to learn more.
- Currently under design, the second phase of the **FM 2818 Trail** (Harvey Mitchell Parkway) will continue from Welsh Avenue to Southwest Parkway through Campus Village Apartments and Southwest Park (currently an undeveloped park).
- Also, don't forget you can plan your next bike ride with the FREE City of College Station Bike Map & Info Guide. It is available online at www.cstx.gov/bikepedgreenways. Hard copy guides can be requested online or from Venessa Garza, Greenways Program Manager, by email at vgarza@cstx.gov or by phone at 979-764-3674.

If you would like more information about the Bicycle, Pedestrian, and Greenways Master Plan or related projects, please visit our website at www.cstx.gov/bikepedgreenways or contact Venessa Garza, Greenways Program Manager at 979-764-3674 or by email vgarza@cstx.gov.





Development Engineering Division

This article serves to highlight the Development Engineering Division within the Department of Planning and Development Services. This division is comprised of the City Engineer, a Sr. Assistant City Engineer, two (2) Graduate Civil Engineers, a Transportation Planner, an Engineering Special Programs Coordinator, four (4) Construction Inspectors, and an Environmental Inspector. The division has four core lines of business: Reviewing and Permitting, Construction Inspection, Code Administration, and Engineering Programs and Projects.

Review and Permitting – Annually this division reviews and permits Development Projects for an approximated public infrastructure value of \$15 Million for 400 projects (FY11).

The engineers primarily review Construction Plans and Engineering Reports for Development Permits, Plats, and Site Plans. This review includes TxDOT Permits, Floodplain Administration, FEMA LOMRs and Inquiries, Drainage and Floodplain projects, Traffic Impact Analyses, Fire Flow Reports, Sanitary Sewer Reports, Geotechnical Analyses, TCEQ permitting, USACE Permitting, Licenses to Encroach, Right-of-Way/ PUE Abandonments, Private Improvements in Public Rights-of-Way, Oil and Gas Permits, Driveway Permits, Public Utility Easement Dedications, Surety documents, and City Participation Agreements. This also includes preparing, presenting, and general engineering and transportation support to the City Council, Planning and Zoning Commission, and Zoning Board of Adjustments. Staff routinely interacts with and coordinates with a wide group of other city departments, various agencies, HOA's, developers, residents, engineers, contractors, attorneys, bankers, etc.

Construction Inspection - This division conducts inspections of Development Projects as well as CIP projects from the Capital Project Department for an approximated public infrastructure valuation of \$30 Million (FY11).

Engineering construction inspection involves inspecting public infrastructure including water, sanitary, streets, and drainage. Inspection entails resolution of field construction discrepancies, as well as the evaluation of all testing requirements, and the acceptance of public infrastructure and commencement of one-year warranty maintenance obligations from the developer by means of Letters of Completion. Lastly, the construction as-builts are obtained and archive actual field construction on hard plans and then are delivered for inclusion into GIS for future reference.

This division also inspects private improvements including utility and drainage construction such as detention ponds and Driveway Permits, TxDOT Permits, Private Improvements in Public Rights-of-Way, and Site Plan Improvements. Staff coordinates construction activities with independent Utility companies and College Station Utilities and design engineers.

Code Administration – Oversight of several regulations and standards is provided by this division in a primary or secondary staff role of application, interpretation, updates and education on all or portions of the following: Ch. 3: Private Improvements in a Public





Right-of-Way (PIP), Right-of-Way Permits, Right-of-Way and Public Utility Easement Abandonments; Ch. 4: Oil and Gas Regulations; Ch. 11: Flood Hazard Protection Ordinance; Ch. 12, Art. 8: Subdivision Regulations; Ch. 15: Impact Fees; and Bryan/College Station Unified Design Guidelines, Specifications, and Standard Details.

Engineering Programs and Projects – Lastly, this division is engaged in several Special Projects such as: Storm Water Management Program (SWMP) implementation; Texas Pollutant Discharge Elimination System (TPDES); Metropolitan Planning Organization (MPO) representation, Total Maximum Daily Load (TMDL) and Implementation-Plan for Burton and Carters Creeks; FEMA Map Revisions – Map Modernization, Physical Map Revisions, etc.; Development Agreements (Oversized Participation); Replacing and updating local Survey Monuments; and Regional Stormwater Facility and Flood/Detention Timing Studies, etc.

For more information regarding the Development Engineering Division, please contact Alan Gibbs, City Engineer at (979) 764-3570.



CITY OF COLLEGE STATION



STAFF PROFILE: MARCELO ARREOLA



Marcelo Arreola began his job at the City of College Station in March 2012. He is our Engineering Program Specialist and his position was created less than a year ago to ensure that the City was meeting all Federal and State mandates regarding the management of stormwater. Marcelo received his Bachelor's Degree in 2009 at Texas A&M University Kingsville in Mechanical Engineering, a degree he sought because of his interest in automotive manufacturing at the time. He went on to pursue a Master's Degree in 2011 in Environmental Engineering in Water Resources Management, an education that has certainly assisted him in creating the programs he's currently responsible for managing.

As the Department's Engineering Program Specialist, Marcelo is responsible for making sure that the City abides by the many National (EPA) and State (TCEQ) mandates regarding the discharge of stormwater. Why is it important to regulate stormwater runoff? College Station, like cities all over the United States, contributes to stormwater pollution. Examples of pollutants include fertilizers, trash, pet waste, construction debris and pathogens. These pollutants decrease our water quality which has deleterious effects on our aquatic life and recreational hotspots. Additionally, there has been an increase of concern with the concentration of certain pollutants in our water basin. National and State agencies require the concentration to be at certain low levels and they periodically test the water to determine whether we are utilizing measures to ensure we don't exceed those levels.

In an effort to create and expand this program, Marcelo stays busy educating himself on all the regulations, and subsequent new requirements, as well as identifying benchmarks around the Nation who are already succeeding in effective stormwater management programs. His responsibilities include educating the public, such as washing your car in the grass instead of the driveway so the soap chemicals don't end up in our streams and ultimately in our water basin, as well as ensuring measures are taken to identify potential problems in the City like illegal dumping or, during construction, silt fences that are installed but are ineffectively controlling runoff.

Marcelo is originally from Boerne, Texas. He met his wife, Angeline, at A&M while they were both attending college in Kingsville. Angeline is currently attending Vet school at Texas A&M University in College Station with only one year left until she's finished. Marcelo is currently working on his Engineer in Training (EIT) certification, with a goal of achieving his Professional Engineering (PE) License within a few years. A couple of interesting facts about Marcelo are that he almost got his certification as a butcher at an earlier age and that he enjoys writing and aspires to publish at least one short story or novel.

